

BAY AREA TOLL AUTHORITY

Regional Measure 1 Toll Bridge Projects

Project Monitoring Program

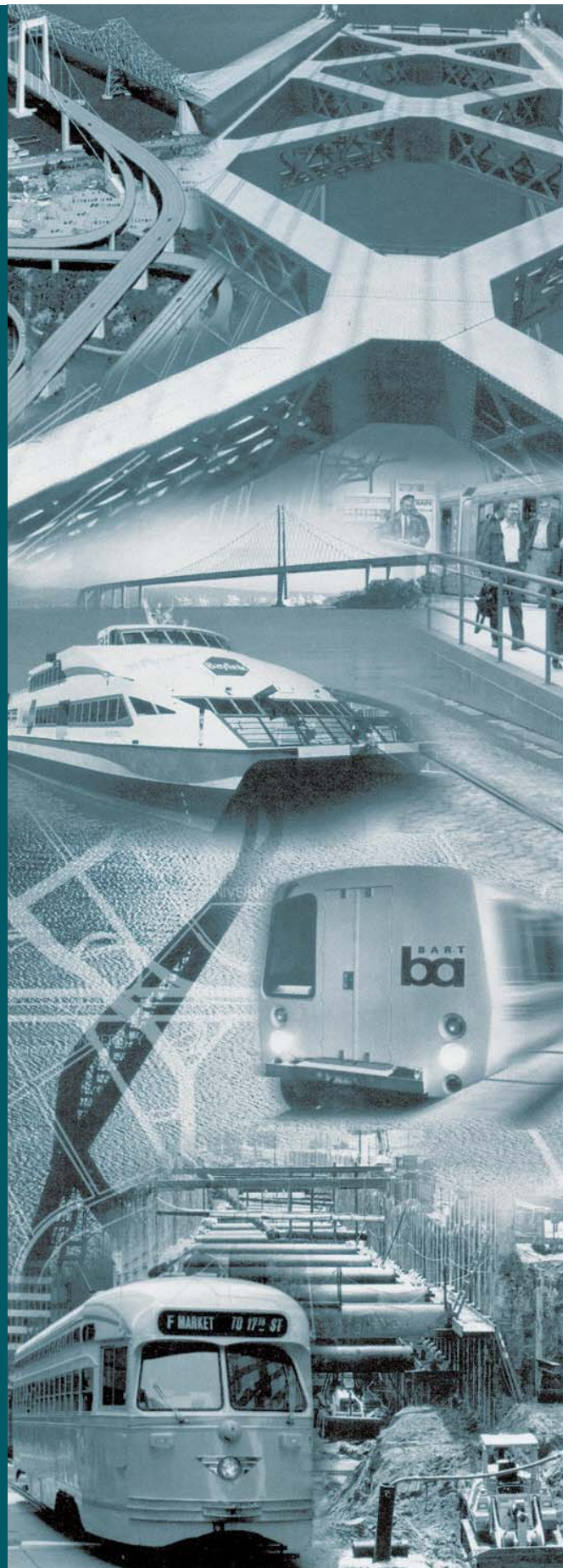
JANUARY 2003 PROGRESS REPORT



**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Released February 2003



Bay Area Toll Authority/Metropolitan Transportation Commission

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Francis Chin

Manager of Finance

Brian Mayhew

*Manager of Bridge
and Highway Operations*

Rod McMillan

For additional information, please contact:

Peter Lee, Program Manager, RM-1

(510) 817-3206

plee@mtc.ca.gov

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Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, California 94607
Tel: 510-464-7700
TDD/TTY: 510-464-7769
Fax: 510-464-7848
E-mail: info@mtc.ca.gov
Web: www.mtc.ca.gov



Prepared by
Bechtel Infrastructure Corporation



The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck rehabilitation
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and eastern approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.




PROJECT MONITORING PROGRAM

This report focuses on monitoring project cost and schedule performance for the Regional Measure 1 Toll Bridge Improvement Projects, as measured against approved budget and schedule milestones. The report provides comprehensive project status information at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		







- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the new bridge contract, erection of falsework for the superstructure continues from the south abutment to Pier 4. Construction of Abutment 1 wing walls continues.
- On January 20, 2003, the contractor resumed deep-water pile driving utilizing an air bubble curtain system to mitigate the fish take issue. The installation utilizing the air bubble curtain was initially intended to be only a test. However, the results of the test have proven that the system can mitigate, as well as or even better than, the previously suggested isolation casing system. Utilizing the air bubble curtain system, the contractor was able to complete the pile driving at Piers 10 and 13 by the end of January without noticeable injury to any fish. With the success of the system, regulatory agencies have given Caltrans the approval to proceed with driving the remaining deep-water piles at Piers 7, 11, 12, 14, and 15 with minimal additional tide flow restrictions.
- While the success of the air bubble curtain system will save fish and help to keep the project moving forward, significant time and money has already been lost due to the delay in pile installation. Additional cost and delay may still be incurred in regards to previously mentioned difficulties with hard driving of piles, installation of foundation rock sockets, modifications to the superstructure design, and additional support costs. Cost and schedule impacts are still being evaluated by Caltrans, BATA, and Bechtel. An estimate based on a revised pile driving schedule will be included in the April 2003 PMP report. BATA staff continues to evaluate strategies to fund the overrun in cost.
- On the I-680/I-780 interchange contract, concrete operations continue on pier foundations and columns for the interchange structures. Retaining Wall 3 on eastbound I-780 is complete. Construction of the retaining wall at the slide area (I-680) continues with a third level of shoring, tieback installation and excavation. Falsework erection continues for the superstructure from eastbound I-780 to northbound I-680. Falsework starting from Abutment 15 has reached Bent 10.
- On the toll plaza contract, concrete operations continue for the tunnel stairways. Steel framing is in place for the Operations Building. Welding and installation of metal decking continues.
- On the I-680/Marina Vista interchange contract, roadwork construction continues on Waterfront Road and northbound and southbound I-680. Temporary road construction continues across utility lines and railroad tracks to provide access for pile driving operations at Bent 8.
- On the main span contract, installation of suspenders on the main cables is complete. The first of three ships carrying the prefabricated steel deck sections of the new bridge has arrived on site from Japan. The contractor began the process of lifting the deck sections into place on February 2, 2003 and will continue the process through March. A total of 24 deck sections will be lifted into position. Caltrans continues to forecast that the new bridge will be opened to traffic in October 2003.
- On the south approach and interchange contract, falsework erection continues for viaduct spans 4 - 6. Falsework has started for the westbound I-80 on-ramp. Concrete operations continue on columns for the interchange structures. Subgrade preparation, underdrain installation, backfilling and paving continue on westbound I-80, weather permitting.
- On the west trestle replacement, work continues on the following: demolition along the interior of the existing eastbound and westbound trestles; installation of a temporary work trestle; and pile installation. Interior pile installation is at Bent 17 of 37 and pile drill-out and concrete placement is at Bent 8/9 of 37. Traffic has been re-routed on the upper (westbound) trestle to begin exterior deck demolition and installation of exterior piles.
- The schedule status code for the project is "yellow" while Caltrans reevaluates the scope and schedule of the deck rehabilitation project.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

- On the bridge widening contract, work on the existing trestle was completed ahead of schedule. On January 18, 2003, Caltrans completed the re-striping of the existing eastbound trestle to accommodate an additional lane and shoulders. The lane configuration of the modified eastbound trestle now matches the new westbound trestle that was opened on November 4, 2002 - each trestle carrying three vehicle lanes with shoulders on each side. Electrical and punchlist item work remain to be completed with project acceptance anticipated in late February.

- Caltrans is currently responding to the comments received and preparing the Final Environmental Impact Statement Report (EIS/R) for the project. The report is scheduled for submittal to FHWA in March 2003 and for completion in mid 2003.

- On the Bayfront Expressway widening contract, construction has started on the north side of SR-84 between the Dumbarton Bridge and University Avenue. Traffic from Marsh Road to Willow Road was routed to the outside lanes for construction of the median barrier. Electrical installations continue for traffic lights at the intersections.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Expended To Date (7/98 - 12/02)
Northern Bridge Group				
New Benicia-Martinez Bridge	586.0	652.8	652.8 ²	203.1
Carquinez Bridge Replacement	433.2	479.8	479.8	320.1
Richmond-San Rafael Bridge Rehabilitation				
► West Trestle and Fender Rehabilitation	45.4	35.4	35.4	17.2
► Deck Rehabilitation	53.4	53.4	53.4	0.2
Richmond Parkway (<i>Non-Caltrans</i>) ¹	5.9	5.9	5.9	2.4
SUBTOTAL – NBG	1,123.9	1,227.2	1,227.2	543.0
Southern Bridge Group				
San Mateo-Hayward Bridge Widening				
► Widening	203.6	217.5	217.5	188.6
► West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	11.7
Dumbarton Bridge West Approach Projects				
► US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
► Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	21.5
SUBTOTAL – SBG	365.6	389.5	389.5	225.6
GRAND TOTAL	1,489.5	1,616.8	1,616.8	768.6

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

² Due to project delays associated with the deep water pile driving operations, the project costs for the Benicia-Martinez Bridge project are expected to significantly increase. The April 2003 PMP report will include Bechtel's forecast of the cost increase.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (Jan 2003)	New Facility Open to Traffic Forecast (Jan 2003)
<i>Northern Bridge Group</i>			
New Benicia-Martinez Bridge	Jan 04	Dec 04	TBD ²
Carquinez Bridge Replacement	Jan 03	Oct 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
▶ West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
▶ Deck Rehabilitation ¹	Sep 06	Jul 07	Jul 07
Richmond Parkway (<i>Non-Caltrans</i>)	Feb 01	May 01	May 01
<i>Southern Bridge Group</i>			
San Mateo-Hayward Bridge Widening			
▶ Widening	Dec 02	Nov 02	Nov 02
▶ West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09
Dumbarton Bridge West Approach Projects			
▶ US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
▶ Bayfront Expressway (SR-84) Widening ¹	Mar 03	Oct 03	Oct 03

¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² Construction completion of the Benicia-Martinez Bridge is expected to be delayed 12 to 18 months beyond the current schedule.

NEW BENICIA-MARTINEZ BRIDGE

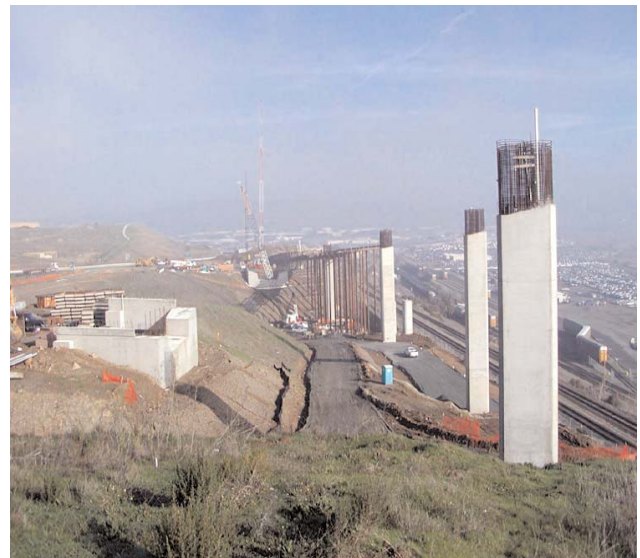
The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- A new bicycle/pedestrian lane on the existing bridge
- A new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges

Project Photos



Pier 8 Access at Marina Vista Interchange



I-680 looking east



Operations Building at the Toll Plaza

Current Activities:

- On the main span contract, multiple foundation pile and concrete operations continue. Concrete operations are in progress at wing walls on the south abutment. Falsework erection for the superstructure is underway between the south abutment and Pier 4.
- On January 20, 2003, the contractor resumed deep-water pile driving utilizing an air bubble curtain system to mitigate the fish take issue. The installation utilizing the air bubble curtain, initially intended to be a test, has proven that the system can mitigate, as well as or even better than, the isolation casing system. Utilizing the air bubble curtain system, the contractor was able to complete the pile driving at Piers 10 and 13 by the end of January without noticeable injury to any fish. With the success of this system, regulatory agencies have given Caltrans the approval to proceed with driving the remaining deep-water piles at Piers 7, 11, 12, 14, and 15 with minimal additional tide flow restrictions. The contractor is mobilizing to Pier 7.
- On the I-680/I-780 interchange contract, multiple operations are underway along both roadways. On I-780, concrete operations are complete at Retaining Wall 3. Foundation pier drilling, concrete operations and falsework erection continue for the new interchange structures at Park Road and West Arsenal. Concrete placement is complete at Bents 2 through 6. Equipment is being moved to drill foundations at Bent 7. Construction of Retaining Wall 1 at the slide area continues with the installation of shoring and tiebacks at the third level. Falsework is erected from Abutment 15 to Bent 10 on the EN line (from eastbound I-780 to northbound I-680).
- On the toll plaza contract, structural steel framing is being bolted and welded on the Operations Building, and metal decking installation is in progress. Tunnel concrete is complete. Waterproofing of the tunnel and concrete operations for the stairs to the tollbooths continue.
- On the I-680/Marina Vista interchange contract, excavation, drain installation and paving to widen southbound I-680 are complete. Installation of cutoff drains and shoring for Abutment 1 continue. Base rock is being placed over utilities and railroad tracks for the access road to Bent 8. Traffic has been diverted on Waterfront Road to allow for widening. A new cloverleaf loop has been completed from Waterfront Road to northbound I-680.

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NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Variance	Expended to Date (7/98 – 12/02)	Notes
Capital Outlay Construction						
South Approach	6.0	7.0	7.0	0.0	6.4	
New Bridge	247.3	307.5	307.5	0.0	87.4	A
Toll Plaza and Administration Building	22.8	21.4	21.4	0.0	4.7	
I-680/Marina Vista Interchange	43.2	45.1	45.1	0.0	4.0	
I-680/I-780 Interchange	80.8	54.7	54.7	0.0	22.2	
Other Budgeted Capital	28.1	30.0	30.0	0.0	1.7	
Capital Outlay Support	78.2	99.1	99.1	0.0	62.3	A
Capital ROW	21.1	14.4	14.4	0.0	11.3	
Non-BATA Funding	0.0	31.0	31.0	0.0	3.1	
Project (BATA) Contingency	58.4	42.5	42.5			A
Project Total (a)	586.0	652.8	652.8	0.0	203.1	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Jan 2003)	Variance	Notes
<u>Construction Contract Completion</u>					
New Bridge	Jan 04	Sep 04	TBD	n.a.	A
Toll Plaza and Administration Building	Feb 03	May 04	May 04	0	
I-680/Marina Vista Interchange	Dec 03	Dec 04	Dec 04	0	
I-680/I-780 Interchange	Dec 03	Jan 05	Jan 05	0	
South Approach	Mar 01	Oct 01	Oct 01	0	
Modify Existing Bridge	Jul 05	Dec 06	Dec 06	0	
<u>Project</u>					
New Facility Open to Traffic	Jan 04	Dec 04	TBD	n.a.	A

NOTES

ACTION

A. In addition to the significant cost and schedule impacts associated with the current proposed strategies to mitigate the inadvertent fish takes during pile driving operations, other significant cost increases have recently been identified. These cost increases are associated with difficulty in driving the foundation piles to required tip elevation, installation of the foundation rock sockets, corrections to the design of the superstructure, and additional support services. The total additional costs are currently expected to exceed \$250 million, with a total project cost of \$903 million. The April 2003 PMP report will include Bechtel's estimate of the revised project cost. Construction completion is expected to be delayed 12 to 18 months beyond the current scheduled contract completion of September 2004.

Caltrans is evaluating the the costs and schedule impacts along with possible mitigating options. BATA is evaluating strategies to fund the cost overrun.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- A new bicycle/pedestrian lane on the new bridge

Project Photos



Architectural Wall on North Approach



Lifting 1st Deck Panel



South Approach

Current Activities:

- On the replacement bridge and north approach contract, installation of suspenders for the deck units is complete. The first of three ships carrying the prefabricated steel deck sections of the new bridge arrived on site from Japan on January 27, 2003. The contractor commenced lifting the deck sections into place on February 2, 2003 and will continue this operation through March. A total of 24 deck sections will be lifted into position. Caltrans is forecasting that the new bridge will be opened to traffic in October 2003.
- On the south approach and interchange contract, falsework is removed for spans 1 - 4 on the Crockett Viaduct. Falsework erection continues for spans 4 - 6. Falsework has started for the westbound on-ramp to I-80. The support installed for eastbound (A4W) Bent 7 is complete and the existing column has been removed, allowing for completion of the eastbound Crockett off-ramp. Subgrade preparation, underdrain installation, base course and concrete work continue for the D3 line (Westbound I-80). Concrete operations continue on the columns for the westbound and eastbound on/off ramps.
- The maintenance facility is complete and in operation.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Variance	Expended to Date (7/98 - 12/02)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	239.2	239.2	0.0	176.4	A
South Approach and Interchange	116.0	73.9	73.9	0.0	42.4	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	7.7	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	11.5	11.5	0.0	6.3	
Capital Outlay Support	43.7	102.9	102.9	0.0	77.9	A
Capital ROW	9.6	11.1	11.1	0.0	9.3	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		A
Project Total (a)	433.2	479.8	479.8	0.0	320.1	A

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Jan 2003)	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	May 04	May 04	0	
South Approach and Interchange (Phase 1)	Feb 03	Aug 03	Aug 03	0	
Maintenance Facility	Mar 02	Sep 02	Sep 02	0	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06	0	
Project					
New Facility Open to Traffic	Jan 03	Oct 03	Oct 03	0	

NOTES

A. Potential claims have been identified that may require additional funds. Based on current information, Bechtel estimates that these costs and additional support services costs may increase the total project cost by an additional \$20 million for a total project cost of \$500 million. Bechtel will be assisting in the review of potential claims on the project. The results of this review will be included in the May 2003 PMP report.

ACTION

Caltrans is seeking additional information in order to properly evaluate these potential cost increases.

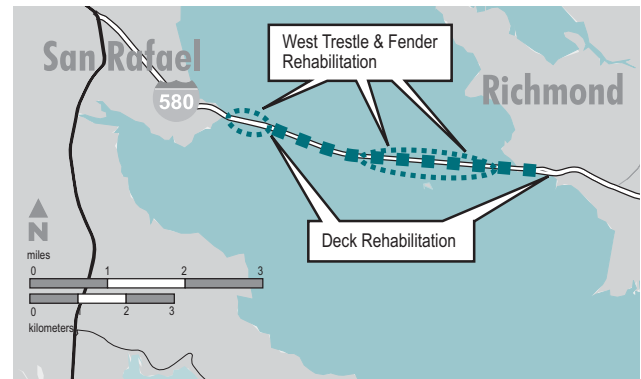
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to replace the western trestle (low-rise) section of the bridge near San Rafael and rehabilitate the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project.
- The second project is to rehabilitate the existing concrete deck on the bridge. The cast-in-place concrete riding surface (deck) has been worn over

time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Trestle work on west end of bridge



Trestle work on west end of bridge

Current Activities:

- The west trestle replacement consists of rebuilding the eastbound and westbound trestles near San Quentin. The trestles are parallel for most of their length and diverge to carry traffic onto the upper and lower decks of the main bridge. The westbound trestle, serving the upper deck, is 2,844 feet (867 meters), between Bents 1 and 29; the eastbound trestle, serving the lower deck, is 3,635 feet (1,108 meters), between Bents 1 and 37. The trestle replacement procedure consists of reducing lane width, demolishing an 8 feet (2 meters) linear section of interior bridge deck and installing interior sixty-six inch (1,680 mm) cast-in-drilled-hole (CIDH) piles at the mid-span of every other existing 50-foot (15 meter) deck section. Pile installation includes pile driving and drill-out, reinforcing steel installation and concrete infill. When installation of the interior piles is complete, the operation is repeated on the exterior, where 8 feet (2 meters) of exterior bridge deck is removed and exterior piles are installed. After installation of the piles, pile/bent caps will be cast in place below the existing superstructure, atop the opposing interior and exterior piles. Following pile-bent construction, one trestle at a time will be closed at night for superstructure replacement. Each night, two of the existing 50-foot (15 meter) sections will be removed and replaced with one 100-foot (30 meter) precast section.
- Construction continues from west to east on the interior sections of the existing eastbound and westbound trestles. Interior pile installation is currently at Bent 17 of 37 with drilling-out and concrete placing in the pile shells at Bent 8/9 of 37.
- Interior trestle work is not on the critical path and progress is less than forecasted previously. The schedule for the trestle work is currently under revision. Traffic has been rerouted to begin demolition of the exterior rail on the upper (north) trestle.

BAY AREA TOLL AUTHORITY

RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Variance	Expended to Date (7/98 - 12/02)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	34.6	34.6	0.0	16.5	
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	17.2	
Deck Rehabilitation						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.2	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Non-BATA Funding	0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.2	
Project Total (a)	98.9	88.8	88.8	0.0	17.4	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Jan 2003)	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Rehabilitation	Sep 06	Jul 07	Jul 07	0	A
Project					
New Facility Open to Traffic					B

NOTES	ACTION
A. Caltrans is reporting a forecast completion in mid-2005 for the retrofit project with the deck rehabilitation to follow.	Caltrans is reviewing the forecast completion date of the deck rehabilitation contract.
B. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92
- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center



Mini Toll Plaza

Project Construction Progress and Photos



Eastbound trestle opened to traffic



Pedestrian Overcrossing

Current Activities:

- On the bridge-widening contract, the new westbound trestle opened to traffic on November 4, 2002, with three traffic lanes and shoulders. Removal of the median barrier, reconstruction work on the old trestle, installation of the metering light structure and striping of the eastbound lanes are complete. The eastbound trestle, with three traffic lanes and shoulders, opened to traffic on January 18, 2003. Electrical and punchlist item work remain to be completed with project acceptance anticipated in late February.
- The mini toll plaza is complete and open to traffic.
- The pedestrian overcrossing is complete and open to pedestrian traffic.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Variance	Expended to Date (7/98 - 12/02)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	128.9	128.9	0.0	124.2	A
Widen Roadway	29.2	26.1	26.1	0.0	25.4	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	5.9	
Other Budgeted Capital	8.9	8.6	8.6	0.0	2.9	
Capital Outlay Support	15.5	39.8	39.8	0.0	29.8	
Capital ROW	1.5	1.5	1.5	0.0	0.5	
Project (BATA) Contingency	19.3	6.3	6.3	0.0		A
Subtotal	203.6	217.5	217.5	0.0	188.6	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	217.8	217.8	0.0	188.6	
(a) Totals may be rounded						

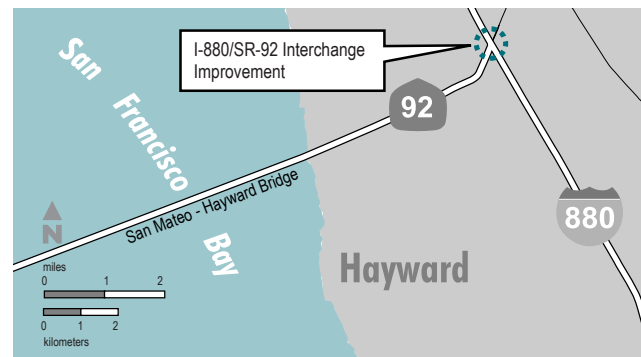
SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Jan 2003)	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Feb 03	Feb 03	0	
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Sep 01	Sep 01	0	
Pedestrian Overcrossing	Sep 02	Sep 02	Sep 02	0	
West Approach Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Nov 02	Nov 02		
NOTES			ACTION		

A. Final settlement of outstanding claims may require utilization of the project contingency.

Caltrans is currently preparing for a final settlement of the contractor's claims

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing Interchange; looking west



Alternative H Interchange; looking west

Current Activities:

- In December 2001 Caltrans and other stakeholders selected Alternate "H" for the project. Caltrans is currently preparing the Final Environmental Impact Statement/Report (FEIS/R) for submittal to the Federal Highway Administration (FHWA) for its review in early March 2003.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Variance	Expended to Date (7/98 - 12/02)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	94.6	94.6	0.0	0.0	A
Capital Outlay Support	20.8	24.1	24.1	0.0	11.7	
Capital ROW	8.0	0.1	0.1	0.0	0.0	
Non-BATA Funding	0.0	10.0	10.0	0.0		
Project (BATA) Contingency	25.1	5.5	5.5	0.0	0.0	A
Project Total (a)	124.2	134.2	134.2	0.0	11.7	A
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Jan 2003)	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Jun 09	Jun 09	0	
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Jun 09	Jun 09	0	

NOTES	ACTION
A. Due to the delayed delivery of the project, additional funds may be necessary for escalation. Bechtel has forecast a potential project increase of \$15 million, resulting in a total project cost of \$150 million.	BATA will prepare a check estimate when 60% engineering design is achieved.

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Surface removal at center of SR-84



Lightweight fill on north side of SR-84

Current Activities:

- On the Bayfront Expressway (SR-84) widening contract, excavation, drain installation and placing of lightweight fill are complete on the eastbound shoulder between University Ave. and the Dumbarton Bridge. Traffic has been diverted to the newly paved section to allow excavation, installation of lightweight fill and paving on the north side of SR-84. Paving is complete on the eastbound side between University Ave. and Willow Road.
- Retaining wall construction, electrical installation for street lights and tunnel work are in progress along the west side of the expressway between Willow and Marsh Roads. Traffic is diverted to the outside lanes to construct the median barrier.
- The Ravenswood Triangle between Willow Road and University Ave. is complete. The area is restored as a wetland with the creation of mounds and ponds.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget (Oct 2002)	Current Forecast (Dec 2002)	Variance	Expended to Date (7/98 - 12/02)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	26.6	26.6	0.0	15.6	A
Capital Outlay Support	4.4	6.5	6.5	0.0	5.8	B
Capital ROW	1.3	0.2	0.2	0.0	0.2	
Project (BATA) Contingency	3.3	0.5	0.5	0.0		
Subtotal	33.8	33.8	33.8	0.0	21.5	
Project Total (a)	37.6	37.6	37.6	0.0	25.2	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current (Jan 2003)	Forecast (Jan 2003)	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	
Bayfront Expressway (SR84) Widening	Mar 03	Oct 03	Oct 03	0	
Project					
New Facility Open to Traffic	Mar 03	Oct 03	Oct 03	0	

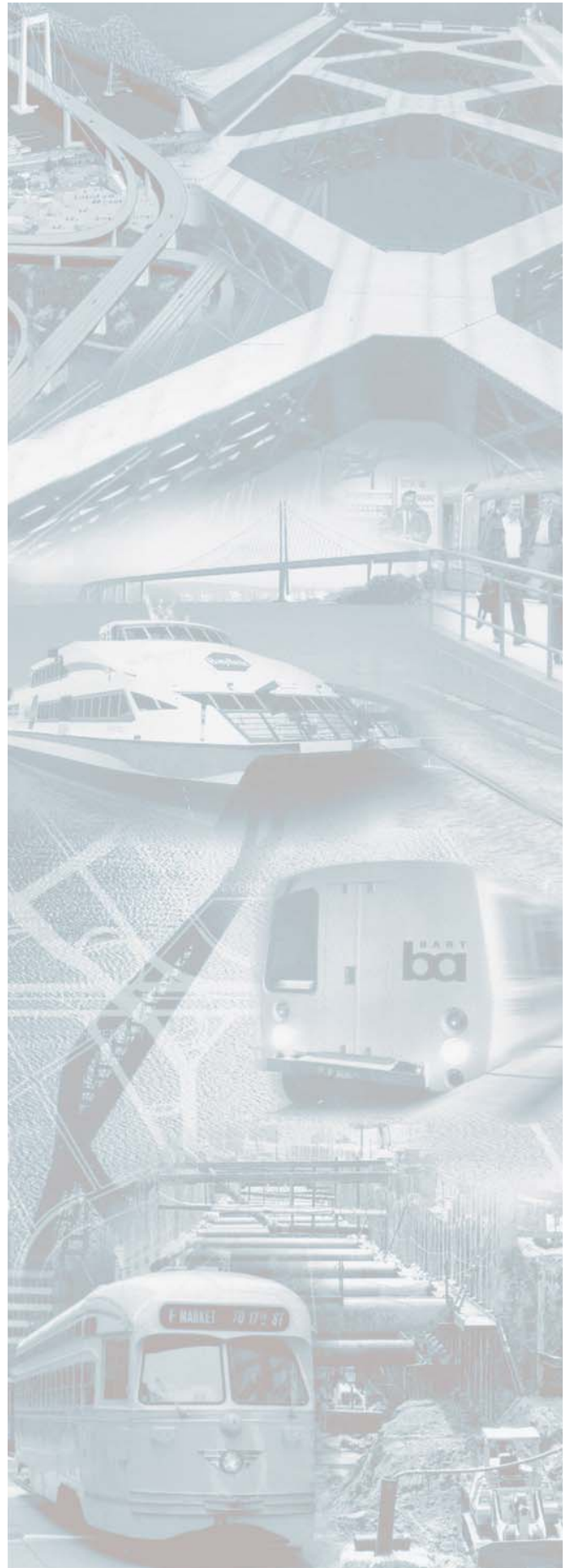
NOTES	ACTION
A. The quantity and cost of lightweight fill are exceeding the contract amounts and may require additional funds.	Caltrans is evaluating options to mitigate the cost increase.
B. Bechtel is forecasting the need for additional funds for capital outlay support.	The additional costs can be funded within the total project budget.

APPENDICES

Appendix A: Project Budget Adjustments

Appendix B: Current Approved Contract Change Orders

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A - LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program.

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current Budgets for allocated capital outlay adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current Budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current Budget for the Benicia-Martinez bridge revised to reflect allocations by BATA.
03/2001	Current Budget for the Carquinez Bridge revised by BATA.
10/2001	Current Budget for the Benicia-Martinez Bridge revised by BATA.
12/2001	Current Budgets for the Benicia-Martinez and San Mateo-Hayward Bridges revised by BATA.

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**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JANUARY 2003
BENICIA-MARTINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Bridge 04-006034	24	Electrical Substation Transformer	C	7.8	
	31.2	Pile Driving Under 5/15 - 6/14 Restriction	C	1,095.6	
	31.5	Pile Driving Noise Attenuation	C	2,600.0	
	31.9	Delayed Equipment & Labor 4/4 - 8/15	C	2,158.9	
	31.10	Delayed Equipment & Labor 8/16 - 12/15	C	2,784.0	
	50	Delays at Load Test Pile A & B	C	747.1	
Subtotal				9,393.4	
Toll Plaza 04-006044		No Approved Change Orders for January 2003			
Subtotal					
Marina Vista Interchange 04-006054	15	Moccoco Bridge Redesign and Construction	C	<391.6>	
Subtotal				<391.6>	
I-680/I-780 Interchange 04-006064	28	Water Line Conflict at Bent 6	C	40.0	
	35	SWPPP	S	30.0	
	38	MSE Wall #1, Temporary Shoring	C	1,138.9	
	42	Winterize Jobsite/Frame 3-4	C	105.0	
	43	Contaminated Material/Sample & Test	C	15.0	
Subtotal				1,328.9	
South Approach 04-006094		Contract is complete.			
Totals for January 2003³				10,330.7	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JANUARY 2003
CARQUINEZ BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement 04-013014	81	IHI Two Troughs Demonstration Test Panel	C	24.5	
	82	Provide for Travel Out of State	C	(10.0)	
	87	Settlement of NOPC #32/RR Canopy	C	6.5	
Subtotal				21.0	
South Approach and Crockett Interchange 04-013054	24S1	Additional Pile Load Test Revisions	C	47.0	
	80S2	Additional Damaged Drainage Pipe at Pile 15	C	30.0	
	106	D3/RW3 Stage 2 Phase 1 Changes	C	0.0	
Subtotal				77.0	
Maintenance Facility 04-013084		Contract is complete.			
Subtotal					
Totals for January 2003³				98.0	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JANUARY 2003
SAN MATEO-HAYWARD BRIDGE**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Widen Trestle 04-045014	14-S6 64	Compensation for Balfour Beatty (NOPC 14) Add Methacrylate Specifications	C	1,260.0	
			C	0.0	
Subtotal				1,260.0	
Mini-Toll Plaza 04-045024		No Approved Change Orders for January 2003			
Subtotal					
Pedestrian Overcrossing 04-045044		Contract is complete.			
Subtotal					
Widen Roadway 04-045034		Contract is complete.			
Totals for January 2003³				1,260.0	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX B - APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR JANUARY 2003
DUMBARTON BRIDGE

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Bayfront Widening 04-015114	1	Maintain Traffic	S	150.0	
	2	Contour Grading/Buried Objects	C	279.5	
	3	Partnering	S	7.0	
	5	Install Temporary Signal Poles	S	30.0	
	6	Remove Electroliers and State-owned Call Boxes	C	15.0	
	7	Utilities Pothole for Fiber Optic	C	15.0	
	8	Maintain Existing Electrical System	C	40.0	
	9	Incorporate Drainage Changes	C	30.7	
	10	Delete Subgrade Enhancement Fabric and Construction Joint between Fabric and A.C.	C	<7.5>	
	14	Offhaul and Dispose Asbestos Cement Pipe	C	25.7	
Subtotal				585.4	
Totals for January 2003³				585.4	

¹ Only approved CCOs for the month are listed in Appendix B.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries (\$ Millions)						
EA Number	Baseline Budget Jun-00	Current Budget Oct-02	Current Forecast Dec-02	Net Change	Expended ¹ to Date (7/98 - 12/02)	Note
Northern Bridge Group						
<i>Project 2003 - New Benicia-Martinez Bridge</i>						
South Approach						
Capital Outlay Support	00609x	3.5	4.0	4.0	0.0	3.6
Capital Right of Way	006099	7.0	7.7	7.7	0.0	7.2
Capital Outlay	006094	6.0	7.0	7.0	0.0	6.4
Total South Approach		16.5	18.8	18.8	0.0	17.2
New Bridge						
Capital Outlay Support	00603x	31.9	36.0	36.0	0.0	24.5
Capital Right of Way	006039	4.1	2.5	2.5	0.0	0.8
Capital Outlay	006034	247.3	307.5	307.5	0.0	87.4
Non-BATA Funding		0.0	10.1	10.1	0.0	1.7
Total New Bridge		283.3	356.1	356.1	0.0	114.3
Toll Plaza & Administration Building						
Capital Outlay Support	00604x	6.2	10.3	10.3	0.0	6.8
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0
Capital Outlay	006044	22.8	21.4	21.4	0.0	4.7
Total Toll Plaza & Admin.		29.1	31.7	31.7	0.0	11.5
I-680/Marina Vista Interchange						
Capital Outlay Support	00605x	10.7	15.7	15.7	0.0	10.0
Capital Right of Way	006059	7.4	2.5	2.5	0.0	1.9
Capital Outlay	006054	43.2	45.1	45.1	0.0	4.0
Total I-680/MV I/C		61.4	63.3	63.3	0.0	15.9
I-680/I-780 Interchange						
Capital Outlay Support	00606x	18.7	25.7	25.7	0.0	15.1
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4
Capital Outlay	006064	80.8	54.7	54.7	0.0	22.2
Non-BATA Funding		0.0	20.9	20.9	0.0	1.4
Total I-680/I-780 I/C		101.2	103.0	103.0	0.0	40.1

¹ Unaudited

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-02	Current Forecast Dec-02	Net Change	Expended to Date (7/98 - 12/02)	Note
Project 2003 - New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital							(a)
Capital Outlay Support		7.1	7.4	7.4	0.0	2.3	
Capital Right of Way		0.9	0.0	0.0	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	1.7	
Total Other Budgeted Capital		36.1	37.4	37.4	0.0	4.0	
Total Capital Outlay Support		78.2	99.1	99.1	0.0	62.3	
Total Capital Right of Way		21.1	14.4	14.4	0.0	11.3	
Total Capital Outlay		428.2	465.8	465.8	0.0	126.3	
Non-BATA Funding		0.0	31.0	31.0	0.0	3.1	
Project Contingency (BATA)		58.4	42.5	42.5	0.0		
Total New Benicia-Martinez Bridge		586.0	652.8	652.8	0.0	203.1	
Project 3002 - Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	58.4	58.4	0.0	47.9	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	3.3	
Capital Outlay	013014	213.7	239.2	239.2	0.0	176.4	
Total Replacement Bridge & N. Approach		234.4	300.6	300.6	0.0	227.7	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.4	32.4	0.0	23.1	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.6	
Capital Outlay	013054	116.0	73.9	73.9	0.0	42.4	
Total South Approach & I/C		143.7	111.3	111.3	0.0	70.1	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	4.3	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	7.7	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	13.4	
Demolition - 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	1.4	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo - 1927 Bridge		18.0	20.1	20.1	0.0	1.4	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060G*, 0060H*
- (b) Includes EA 00453*, 01301*, 01303*, 01304*
- (c) Includes EA 01302*, 01305*, 04700*
- (d) Includes EA 00607*, 01308*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-02	Current Forecast Dec-02	Net Change	Expended to Date (7/98 - 12/02)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital							(e)
Capital Outlay Support		0.6	3.1	3.1	0.0	1.2	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	11.5	11.5	0.0	6.3	
Total Other Budgeted Capital		11.2	16.1	16.1	0.0	7.5	
Total Capital Outlay Support		43.7	102.9	102.9	0.0	77.9	
Total Capital Right of Way		9.6	11.1	11.1	0.0	9.3	
Total Capital Outlay		363.3	348.7	348.7	0.0	232.9	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	320.1	
Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Non-BATA Funding		0.0	34.6	34.6	0.0	16.5	
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge - W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	17.2	
Project 4002 - Richmond-San Rafael Bridge - Deck Rehabilitation							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.2	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Non-BATA Funding		0.0	4.0	4.0	0.0	0.0	
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge - Deck Rehab		53.4	53.4	53.4	0.0	0.2	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.4	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.4	
Total Northern Bridge Group		1123.9	1227.2	1227.2	0.0	543.0	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130C*, 0130D*, 0130F*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-02	Current Forecast Dec-02	Net Change	Expended to Date (7/98 - 12/02)	Note
Southern Bridge Group							
Project 6004 - San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	22.8	22.8	0.0	18.1	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	128.9	128.9	0.0	124.2	
Total Widen Trestle		132.7	151.7	151.7	0.0	142.3	
Widen Roadway							
Capital Outlay Support	04503x	4.3	6.0	6.0	0.0	6.0	
Capital Right of Way	045039	1.0	0.0	0.0	0.0	0.0	
Capital Outlay	045034	29.2	26.1	26.1	0.0	25.4	
Total Widen Roadway		34.5	32.1	32.1	0.0	31.4	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	3.8	3.8	0.0	2.2	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	5.9	
Total Mini Toll Plaza		6.1	10.1	10.1	0.0	8.1	
Other Budgeted Capital							
Capital Outlay Support		1.6	7.2	7.2	0.0	3.5	(i)
Capital Right of Way		0.5	1.5	1.5	0.0	0.5	
Capital Outlay		8.9	8.6	8.6	0.0	2.9	
Total Other Budgeted Capital		11.0	17.3	17.3	0.0	6.8	
Total Capital Outlay Support		15.5	39.8	39.8	0.0	29.8	
Total Capital Right of Way		1.5	1.5	1.5	0.0	0.5	
Total Capital Outlay		167.3	169.9	169.9	0.0	158.4	
Project (BATA) Contingency		19.3	6.3	6.3	0.0		
Total San Mateo-Hayward Bridge Widening		203.6	217.5	217.5	0.0	188.6	
San Mateo-Hayward Bridge - West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 04501*

(i) Includes EA 00305*, 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget Oct-02	Current Forecast Dec-02	Net Change	Expended to Date (7/98 - 12/02)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	24.1	24.1	0.0	11.7	
Capital Right of Way	233179	8.0	0.1	0.1	0.0	0.0	
Capital Outlay	233174	70.3	94.6	94.6	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	5.5	5.5	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	11.7	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							(l)
Capital Outlay Support	00487x	4.4	6.5	6.5	0.0	5.8	
Capital Right of Way	004879	1.3	0.2	0.2	0.0	0.2	
Capital Outlay	004874	24.8	26.6	26.6	0.0	15.6	
Project (BATA) Contingency		3.3	0.5	0.5	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	21.5	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	25.2	
Total Southern Bridge Group		365.7	389.6	389.6	0.0	225.6	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocation.

(l) Includes EA 01511* and 01512*

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.